

B-1045

1865

NORTHERN CENTRAL RR FREIGHT DEPOT (CALVERT STATION)
(Downtown Raquet Club)
Baltimore
Private

The Northern Central Railroad's Freight Depot (Calvert Station), built in 1865, is a rare example of one phase in the history of iron roof construction. Its 100 foot span and 75 foot height mark a considerable advance over earlier iron roofs. Its cast iron compression members are cruciform in section and longer than earlier examples, which were of hollow, octagonal section, more typical of the columns of cast iron buildings. The large scale and simplicity of connections of the truss in this building express a greater confidence in the use of what was at the time a novel form of construction. Ten years later, the tricomposite form was replaced by new designs which eliminated cast iron entirely -- setting the stage for larger and longer spans.

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME				
COMMON: Block 539 - The Northern Central Railroad Freight Depot				
AND/OR HISTORIC:				
2. LOCATION				
STREET AND NUMBER: Block 539				
CITY OR TOWN: Baltimore				
STATE: Maryland		COUNTY:		
3. CLASSIFICATION				
CATEGORY (Check One)		OWNERSHIP		STATUS
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object		<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both		<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
		Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered		ACCESSIBLE TO THE PUBLIC Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)				
<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious		
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific		
4. OWNER OF PROPERTY				
OWNER'S NAME: Mayor and City Council				
STREET AND NUMBER: 126 South Calvert St.				
CITY OR TOWN: Baltimore		STATE: Maryland		21202
5. LOCATION OF LEGAL DESCRIPTION				
COURTHOUSE, REGISTRY OF DEEDS, ETC: Records Office, Room 601				
STREET AND NUMBER: City Courthouse				
CITY OR TOWN: Baltimore		STATE: Maryland		21202
Title Reference of Current Deed (Book & Pg. #): GR 359-112				
6. REPRESENTATION IN EXISTING SURVEYS				
TITLE OF SURVEY: City of Baltimore Neighborhood Survey				
DATE OF SURVEY: 1975				
<input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input checked="" type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS: ARCHITECTURAL PRESERVATION COMMISSION FOR HISTORICAL & ARCHITECTURAL PRESERVATION				
Room 900				
STREET AND NUMBER: 26 South Calvert St.				
CITY OR TOWN: Baltimore, Md. 21202		STATE: Baltimore, Md. 21202		

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Probably dating in part from 1855, when the Baltimore and Susquehanna Railroad's Calvert St. Station was begun one block to the south, this warehouse building, originally associated with the station, has undergone numerous alterations through the years. It is built in two sections; an older, gabled main depot area, and the more recent, flat-roofed warehouse and office section.

The massive depot area (appropriately 100' x 370') has a clear interior span provided by an elaborate series of triangular Pratt trusses of wrought iron and timber resting on brick piers, which support the major gable of the roof, as well as the minor roof and runs its full length. Three sets of railroad tracks veer off of the main track which runs in the the cobbles of Guilford Ave. and enter the building through the main opening at the Monument Street end. The three bay wide arcaded masonry wall on this end is laid in brick in running bond. Originally, three stilted, three-centered brick arches resting on brick piers with fieldstone bases sat below five smaller, round arched openings of brick with flat stone sills. Brick corbelling beneath the wooden gable end shows patchwork where brackets may have at one time been positioned.

Early in the 1950's, the left and center arched were ripped out and replaced with a large, rectangular opening with reinforced concrete frame and lintel. Brick patchwork fills in the wall from the left side of the opening to the end of the wall. The outline of the arched opening on the right remains, but it has been filled with two rectangular, garage door openings above concrete bases. Above each of these is a glass block window; the remainder of the arched opening has been filled with brick. The three, central, round arched windows have been bricked in and their sills sliced away, and the five, small windows above them have each been filled with glass block with a semi-circle of brick patchwork above.

The Guilford Avenue side demonstrates most clearly the original appearance of the structure; however, it, too, has undergone extensive alterations. Nineteen bays of the building run parallel to Guilford; two angled bays record how the railroad tracks veered off of Guilford at Centre St. to enter the yard of the demolished (1948) Calvert St. Station, even though the tracks themselves are no longer in existence. Resting on a rough, low fieldstone base and stone belt course, projecting brick piers mark the bays.

Originally, five three-centered arched openings occurred at the second, sixth, tenth, fourteenth, and eighteenth bays from the left of the nineteen bay side; the opening in the eighteenth bay was much larger than the others. Above each minor arch, three round arched windows set in brick are now all bricked in. All other bays have a set of two round arched window openings at the same level, with double hung windows of 6/6 lights and wooden tympanums. All windows rest on flat stone sills which span the bays, running from pier to pier.

Each bay now contains a rectangular, wooden garage door with St. Andrews cross bracing, with a double row of eight fixed lights running across the top. Each has been fitted with a reinforced concrete lintel. Brick corbelling appears in each bay below several courses of brick laid in Flemish bond directly below the eaves (all other brickwork and patchwork is in running bond).

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- ☐ Pre-Columbian ☐ 16th Century ☐ 18th Century ☐ 20th Century
☐ 15th Century ☐ 17th Century ☒ 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|--------------------------------------|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input checked="" type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |

STATEMENT OF SIGNIFICANCE

The Guilford Avenue, eastern edge of the Mount Vernon neighborhood, because of its proximity to the Jones Falls, and because of the rail lines which were put in the area about 1850, has been long associated with the handling of freight materials. The order of the area began to be most seriously threatened in the decade following the Second World War, as the importance of rail transportation for freight and passengers slid into a steady nationwide decline. The destruction of the Pennsylvania Railroad's Calvert St. Station in 1948, which stood at the northeast corner of Calvert and Franklin Streets, signalled the end of an era in Eastern Mt. Vernon.

The only railroad structure which survives and serves to identify the former function of the area is the freight depot. Dating in part from the 1850's, the evolution of the forms of its uses are recorded in the walls. It is the largest, covered, clear-span space in the entire Mt. Vernon neighborhood, and achieves that distinction with an elaborate structural system which marks the mid-19th century transition from wood to all iron forms in large scale building projects. This archaic system is still in sound condition. Numerous schemes have been offered for the adaptive re-use of the now vacant structure, which would take full advantage of the kind of space that the structure provides. Because it is the last of a type of building, with a unique structural system still intact, and because it offers a much needed kind of space to a densely built area, the boundaries of the District should be extended to mark its significance.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:

ORGANIZATION

COMMISSION FOR HISTORICAL &

STREET AND NUMBER

ARCHITECTURAL PRESERVATION

Room 900

CITY OR TOWN

200 South Calvert St.

Baltimore, Md. 21202

STATE

DATE

12.

State Liaison Officer Review: (Office Use Only)

Significance of this property is:

National ☐ State ☐ Local ☐

Signature

Describe the present and original physical appearance

B-1045

(cont'd)

The profile of the minor gable reveals a series of lowered vents set into the asbestos shingles side walls. The two angled bays have stone bases and the same belt course. One double hung window with 6/6 lights are set in each bay. A string course of stone runs above these, and the original double sets of round arched windows are now partially bricked in to hold smaller, rectangular windows with 6/6 lights. The Centre Street end of the building has been wholly but neatly altered and is a product of the 1950's. A concrete base evens out the slope of the street and supports walls of hard-finished brick. Square window openings set in smooth stone frames are filled with multi-light, horizontally hinged casements set in steel sashes. They are arranged across the facade in irregular groupings of one, two and three windows. A double wooden door on the left side has a transom which is one of these windows set at the same level. Above the door, the aluminum letters "Alve t Static" (Calvert Station) remain to identify the building.

A wide stone belt course tops the hardened brick above the windows. Above the belt course, the older building remains. It is broken into five irregular bays, divided by both piers, which are symmetrical about the center. The largest, central bay is fenestrated like the Monument Street, upper facade with a row of five smaller windows above a row of three larger windows. The bays immediately flanking the central one each hold a single round arched window of the same size and at the same level of the three in the central bay. The two end bays hold windows the size of the five, small, higher windows. All of these openings have flat stone sills with round headed brick arch lintels, and are filled with glass block topped with semi-circular brick patchwork. Brick corbelling runs beneath the wooden gable end. Probably constructed some time in the 1890's, the two story, brick office section adjoins this end of the building on the left. The four Centre Street bays are defined by five projecting brick piers which rise from the ground to support a wide metal cornice, capped with clay tiles. The left bay holds a wooden door with transom and side lights, above which is a single double hung window. All of the sash is missing from all of the first and second floor windows, although the double frames remain. The two central bays have double sets of identical windows at each floor. All windows have flat stone sills and flat iron lintels with metal rosette bolts.

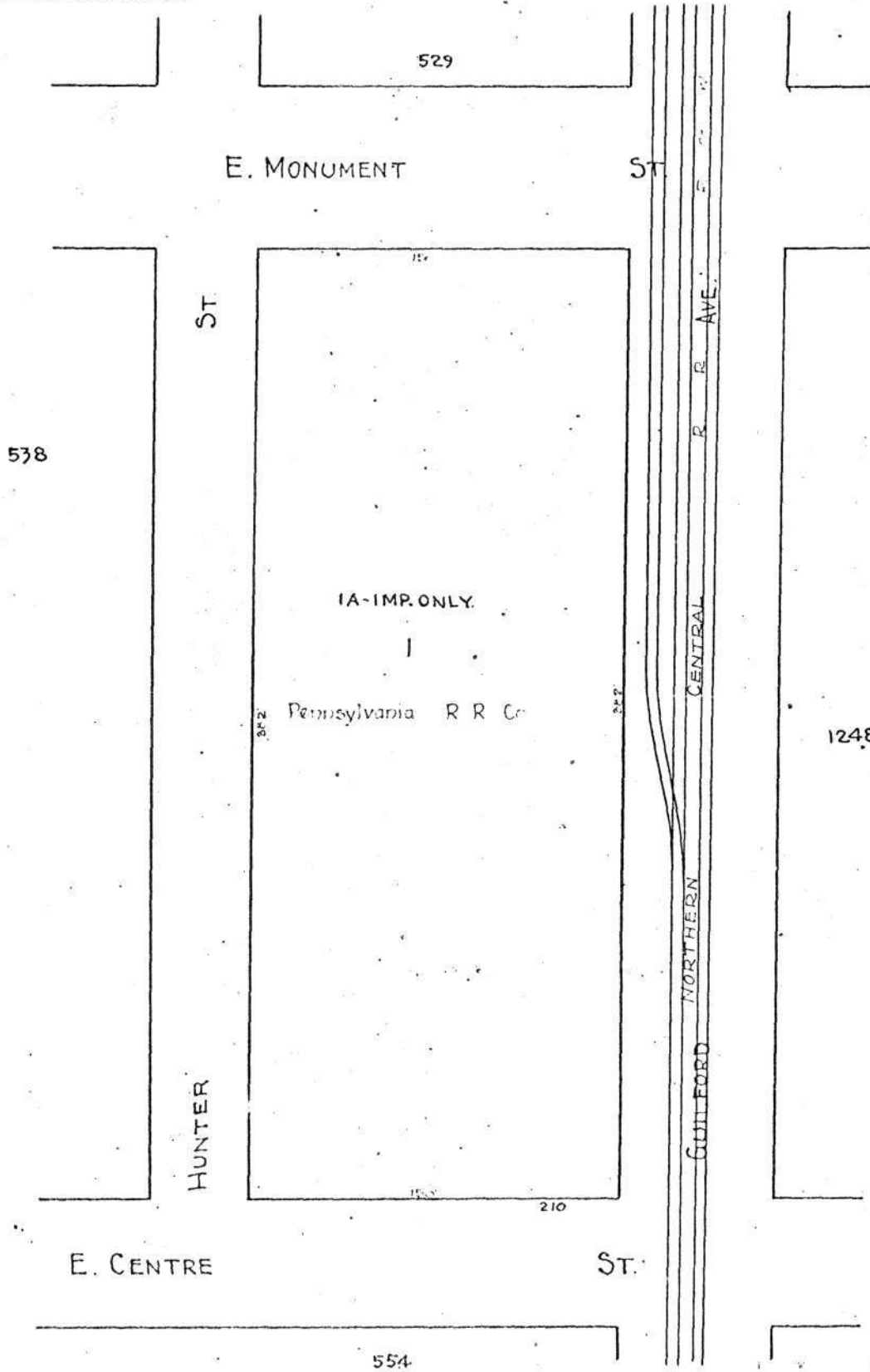
Three basement window openings in the two central bays are framed in brick and have fixed windows of eight lights each. The two bays which continue down the alley side each contain two of the same, identically detailed windows at each floor. Stretching behind the offices along Hunter Alley is a high, 13 bay long covered loading building, with ten garage door openings, also dating from the 1890's. Behind this is a low seven bay long structure with six garage doors of more recent vintage. All doorways have been fitted with retractable, corrugated steel doors. They are framed by reinforced concrete piers and lintels set into the brick and resting on a concrete base. A ribbed metal awning is suspended above the doors from metal rods hooked into each of the brick piers which define the bays. Each bay is fitted with a tripartite window on the second level, which have flat stone sills and iron lintels with bolt rosettes. All windows are double hung with 2/2 lights and have wooden frames and sash. The brick wall above is topped with the same metal cornice and clay tile.

The seven bay long addition is built entirely of brick and has a metal cornice atop a low brick parapet. There are six garage door openings. Extending east, flush with the Monument Street end of the depot, a single solid brick bay with cornice return fronts on Monument St.

B-1045

REVISIONS

HOUSE NO. ASSIGNED PER FIELD (L) & P.S. C. SH 3101A.
 LOT 1. 1A. PER B.O.F.A. & P.S. C. SH. 3286.



NOTICE

THIS IS A REAL ESTATE MAP OF THE CITY OF BALTIMORE, MARYLAND, SHOWING THE LOCATION OF THE LOT AND THE ADJACENT LOT. IT IS COMPILED FROM THE CITY RECORDS AND IS NOT AN AUTHENTIC SURVEY.

CITY OF BALTIMORE
 DEPARTMENT OF PUBLIC WORKS
 BUREAU OF PLANS & SURVEYS
 PROPERTY LOCATION DIVISION
 WARD 11 SECTION 11
 BLOCK 539
 DATE July 1950

REVISIONS
 BY W. M. LEE
 DATE 7/1/50



QUILFORD WAREHOUSE

B-1045

WHOLE BLOCK
539

MARYLAND HISTORICAL TRUST

#B1045

MAGI #0410453514

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC Northern Central Railroad Baltimore Freight Shed

AND/OR COMMON

Downtown Racquet Club (Downtown Athletic Club)

2 LOCATION

STREET & NUMBER

Guilford and Centre Streets

CITY, TOWN

Baltimore

VICINITY OF

CONGRESSIONAL DISTRICT

3rd

STATE

Maryland

COUNTY

3 CLASSIFICATION

CATEGORY

☐ DISTRICT
☐ BUILDING(S)
☒ STRUCTURE
☐ SITE
☐ OBJECT

OWNERSHIP

☐ PUBLIC
☒ PRIVATE
☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS
☐ BEING CONSIDERED

STATUS

☒ OCCUPIED
☐ UNOCCUPIED
☐ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED
☐ YES: UNRESTRICTED
☐ NO

PRESENT USE

☐ AGRICULTURE ☐ MUSEUM
☐ COMMERCIAL ☐ PARK
☐ EDUCATIONAL ☐ PRIVATE RESIDENCE
☐ ENTERTAINMENT ☐ RELIGIOUS
☐ GOVERNMENT ☐ SCIENTIFIC
☐ INDUSTRIAL ☐ TRANSPORTATION
☐ MILITARY ☒ OTHER: Sports

4 OWNER OF PROPERTY

NAME Downtown Racquet Club, Inc.

Telephone #: 301-332-0906

STREET & NUMBER

210 E. Centre Street

CITY, TOWN

Baltimore

VICINITY OF

Maryland STATE, zip code 21202

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Records Office

Liber #:

Folio #:

STREET & NUMBER

Baltimore City Courthouse, Calvert & Fayette Sts.

CITY, TOWN

Baltimore, Maryland

21202

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1865

BUILDER/ARCHITECT S.H. & J.F. Adams

STATEMENT OF SIGNIFICANCE

The Northern Central Railroad's Freight Depot (Calvert Station), built in 1865, is a rare example of one phase in the history of iron roof construction. Its 100 foot span and 75 foot height mark a considerable advance over earlier iron roofs. Its cast iron compression members are cruciform in section and longer than earlier examples, which were of hollow, octagonal section, more typical of the columns of cast iron buildings. The large scale and simplicity of connections of the truss in this building express a greater confidence in the use of what was at the time a novel form of construction. Ten years later, the tricomposite form was replaced by new designs which eliminated cast iron entirely -- setting the stage for larger and longer spans.

Historical background:

The Northern Central Railroad was the principal link between the Pennsylvania Railroad and the port of Baltimore. It allowed Baltimore's imports access to the northeast by connecting to the Penn RR lines at Harrisburg. With the completion of the Baltimore & Potomac Railroad from Baltimore to Washington, the Northern Central became the vital link in the Penn RR's southern division.

Northern Central built the freight depot building at Calvert and Centre Streets in 1865 as part of their Calvert Station complex. A number of Baltimore construction companies took part in the building of the depot, as noted in an April 20, 1865 Baltimore American article:

"This enterprising railway company... may now pride itself upon having the largest and probably the best railway depot building in the United States. This immense and imposing structure... is really worthy of an inspection on the progress of the mechanic arts. The building in length measures 382 feet, with a width of 150, and nearly one million bricks were used in its construction. The principal contractors were Messrs. S.H. and J.F. Adams, favorably known in Baltimore as experienced builders, and all interested say that they have done full justice to their contract. The height of the structure from the foundation to the apex of the roof is 75 feet, and whilst the interior has a light appearance, it is quite apparent that it possesses unusual

CONTINUE ON SEPARATE SHEET IF NECESSARY

(continued)

North Central Railroad Baltimore Freight Station
8) Historical Significance
Page 2

strength, and will stand the wear and tear of years. The foundation and part of the superstructure is of rough stone work, done by Messrs. Oliver and Fleming, and has been pronounced the best job of the kind in the city... The first story or basement occupies the entire space of the lot, and will be used for the reception or delivery of goods. The floors on each side of the wagon way will be laid with concrete so as to render them perfectly dry. The gas fixtures, which are upon the most approved plan were put up by Mr. Charles Kaffinski... The roof is well covered with slate as a protection against fire, and light is admitted from each side by two rows of sash casements 112 in number... The bricklayers work was done by Mr. William Fowler and the iron work by Hayward, Bartlett & Company. The main story is occupied by various lines of tracking, which are sufficient in extent to accommodate at least one hundred cars, with ample space for rooms for the agent and clerks of the freight department... The main front upon Centre street is of the finest brick work, and contains two immense doorways, in which there is ample space for vehicles and pedestrians to pass in and out; whilst on the southwest corner is a commodious office for the accommodation of Mr. William Brown, freight agent, and his corps of indefatigable clerks."

In 1946 the facade of the freight shed was altered as part of its transformation into a passenger terminal following the destruction of the old Calvert Station passenger terminal to make way for the new Sunpapers building. Derelict in 1976, the depot has been renovated as a private racquet sports club. Although some changes have been made to the exterior and the interior, which now includes a health club, track, courts, offices and a restaurant, the roof system has been left unchanged and exposed above the tennis courts.

NAER INVENTORY

U.S. Department of the Interior
Heritage Conservation and Recreation Service

1. SITE I.D. NO		B 1 0 4 5																					
2. INDUSTRIAL CLASSIFICATION Transportation				3. PRIORITY		4. DANGER OF DEMOLITION? (SPECIFY THREAT) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNKNOWN																	
				5. DATE		6. GOVT SOURCE OF THREAT OWNER ADMIN																	
						7. OWNER/ADMIN Downtown Raquet Club, Inc.																	
8. NAME(S) OF STRUCTURE NORTHERN CENTRAL RAILROAD FREIGHT DEPOT (Calvert Station)				9. OWNER'S ADDRESS																			
10. STATE COUNTY		M D		COUNTY NAME		CITY/VICINITY Baltimore		CONG. DIST. 3		STATE COUNTY		M D		COUNTY NAME		CITY/VICINITY Baltimore		CONG. DIST. 3					
11. SITE ADDRESS (STREET & NO) 210 E. Centre St.										12. EXISTING SURVEYS <input type="checkbox"/> NR <input type="checkbox"/> NHL <input type="checkbox"/> HABS <input type="checkbox"/> HAER-I <input type="checkbox"/> HAER <input type="checkbox"/> NPS <input type="checkbox"/> CL6 <input type="checkbox"/> CONF <input type="checkbox"/> STATE <input type="checkbox"/> COUNTY <input type="checkbox"/> LOCAL <input type="checkbox"/> OTHER													
										13. SPECIAL FEATURES (DESCRIBE BELOW) <input type="checkbox"/> INTERIOR INTACT <input type="checkbox"/> EXTERIOR INTACT <input type="checkbox"/> ENVIRONS INTACT													
14. UTM ZONE		EASTING		NORTHING		SIGN		SCALE		QUAD NAME		UTM ZONE		EASTING		NORTHING		SIGN		SCALE		QUAD NAME	
1 8		3 6 1 0 0 5		4 3 5 0 7 5 0				1:24 1:62.5															
								1:24 1:62.5															
15. CONDITION		70 <input type="checkbox"/> EXCELLENT		71 <input type="checkbox"/> GOOD		72 <input type="checkbox"/> FAIR		73 <input type="checkbox"/> DETERIORATED		74 <input type="checkbox"/> RUINS		75 <input type="checkbox"/> UNEXPOSED		76 <input type="checkbox"/> ALTERED		77 <input type="checkbox"/> DESTROYED		78 <input type="checkbox"/> DEMOLISHED					
16. INVENTORIED BY Dennis Zembala										AFFILIATION Baltimore Industrial Museum										DATE December 1980			
17. DESCRIPTION AND BACKGROUND HISTORY, INCLUDING CONSTRUCTION DATE(S), HISTORICAL DATE(S), PHYSICAL DIMENSIONS, MATERIALS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ENGINEERS, ETC.																							

See Statement of Significance

(CONT OVER)

18. ORIGINAL USE RR Freight Shed				PRESENT USE Recreation (private athletic club)				ADAPTIVE USE							
19. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER The PA, Wilmington & Baltimore RR (in Md. Historical Society library) M. Meeks, Down at the Depot Article in Baltimore American (April 20, 1865, p. 4, Col. 8)															
20. URBAN AREA 50,000 POP. OR MORE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				21.		22. PUBLIC ACCESSIBILITY <input checked="" type="checkbox"/> YES, LIMITED <input type="checkbox"/> YES, UNLIMITED <input type="checkbox"/> NO <input type="checkbox"/> UNKNOWN				23. EDITOR INDEXER					
24. LOCATED IN AN HISTORIC DISTRICT? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO												DISTRICT I.D. NO			

(CONT OVER)

B-1045

OTOS AND SKETCH MAP OF LOCATION

nificance

1. Northern Central Railroad's Freight Depot (Calvert Station, built in 1865, is a rare example of one phase in the history of iron roof construction. Its 100 foot span and 76 foot height mark a considerable advance over earlier iron roofs. Its cast iron compression members are cruciform in section and longer than earlier examples, which were of hollow, polygonal section, more typical of the columns of cast iron buildings. The large scale and simplicity of connections in the truss in this building express a greater confidence in the use of what was at the time a novel form of construction. 10 years later, the tricomposite form was replaced by new designs which eliminated cast iron entirely--setting the stage for larger and longer spans.

REFERENCES (CONTINUED)

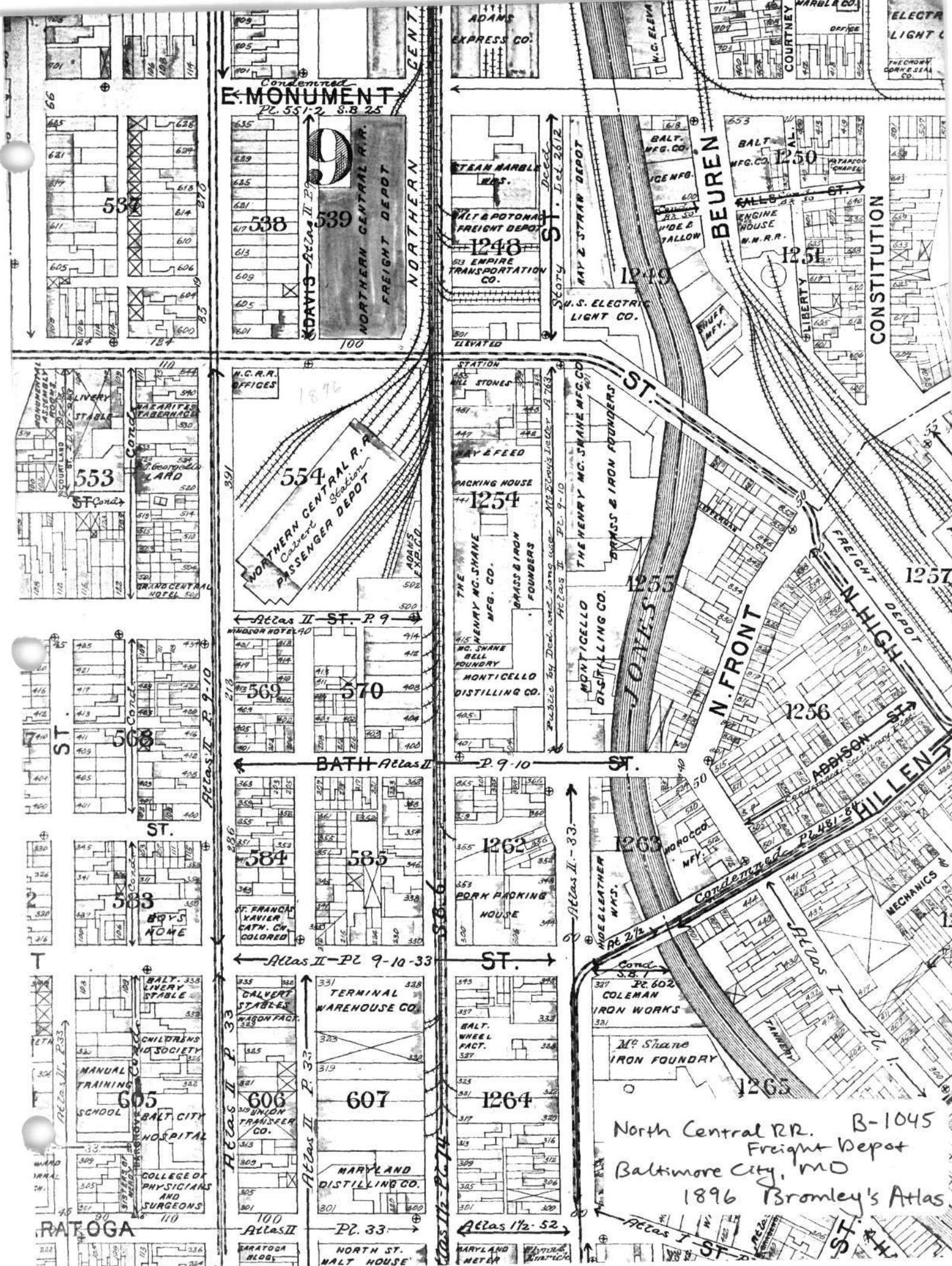
REFERENCES (CONTINUED)

[illegible]



North Central R.R. Depot
Baltimore City, MD
1914 City Atlas
B-1045

1914 - 1915
North Central R.R. Depot



North Central R.R. B-1045
Freight Depot
Baltimore City, MD
1896 Bromley's Atlas



North Central RR Freight Dep. B1045
Baltimore City, MD.

Photo: Ann Steele

Neg. Loc.: MD Historic Trust

Dec. 1980

Looking south/west



North Central RR Freight Dep. B1045
Baltimore City, MD.

Photo: Ann Steele

Neg. Loc.: MD. Historic Trust

Dec. 1980

Detail, south end of Guilford St.
facade



North Central RR Freight Dep. B1045

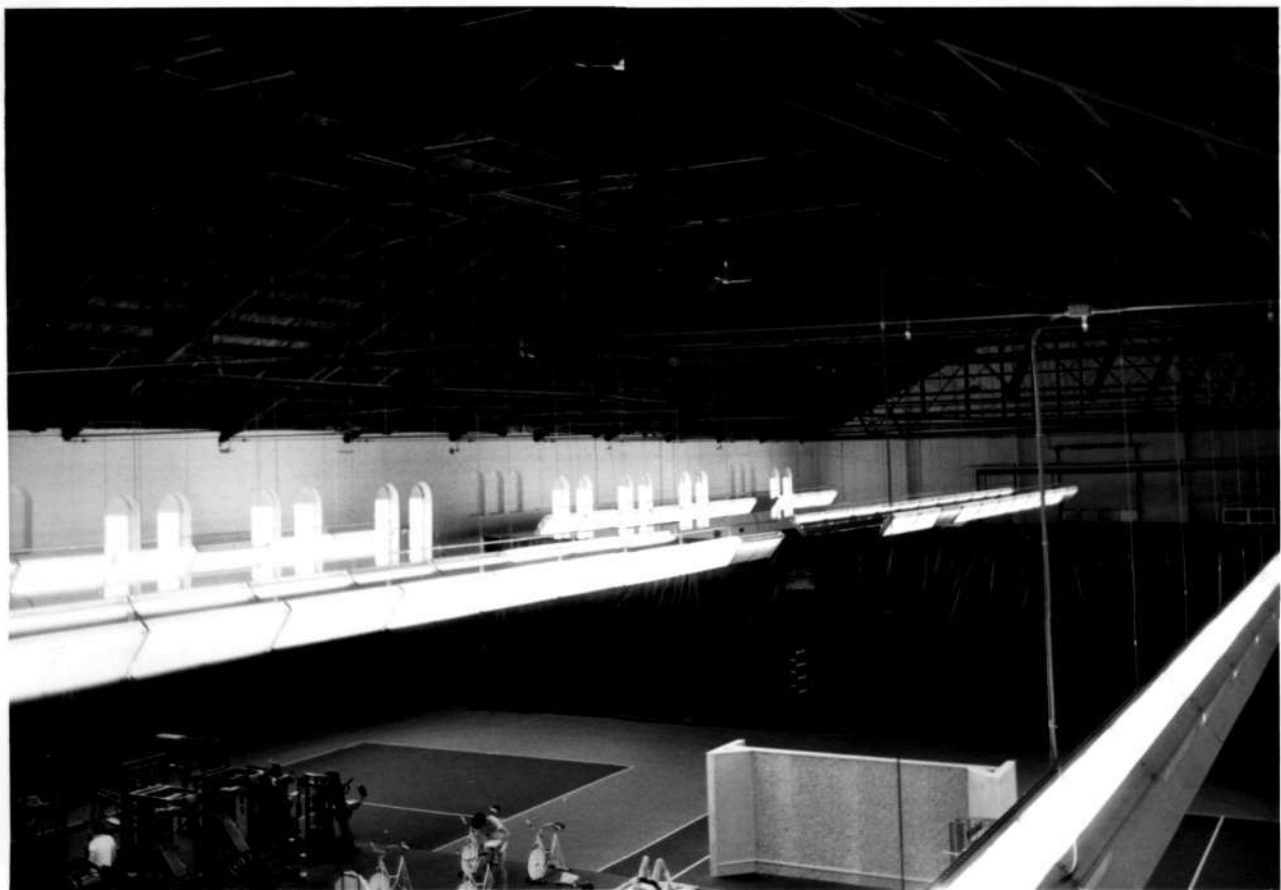
Baltimore City, MD.

Photo: Ann Steele

Neg. Loc.: M.D. Historic Trust

Dec. 1980

West facade (looking north/east)



North Central RR Freight Dep. B1045

Baltimore City, MD.

Photo: Ann Steele

Neg. Loc.: MD. Historic Trust

Dec. 1980

Roof construction (cast iron Fink
truss system)



North Central RR Freight Dep. B1045

Baltimore City, MD.

Photo: Ann Steele

Neg. Loc.: MD. Historic Trust

Dec. 1980

Roof construction